



**US Army Corps  
of Engineers**  
Louisville District ®

# Public Notice

Public Notice No.  
LRL-2014-599-sew

Open Date:  
15 Aug 2014

Close Date:  
15 Sep 2014

Please address all comments and inquiries to:  
U.S. Army Corps of Engineers, Louisville District  
ATTN: Mr. Sam Werner, CELRL-OP-FW  
6855 State Road 66 East  
Newburgh, IN 47630

Phone: (812) 842-2768

[lr.regulatorypubliccomment@usace.army.mil](mailto:lr.regulatorypubliccomment@usace.army.mil)

This notice announces an application submitted for a Department of the Army (DA) Permit, subject to Section 10 of the Rivers and Harbors Act of 1899:

APPLICANT: Crounse Corporation  
400 Marine Way  
P.O. Box 360  
Paducah, Kentucky 42002

AGENT: XCorps  
1771 Graves Rd  
Hebron, Kentucky 41048

LOCATION: The proposed fleeting would occur within the Ohio River at mile 944.5, nearer right descending bank, in McCracken County, Kentucky.

Latitude: 37.148131° North  
Longitude: 88.742120° West  
7.5 Minute Quad: Metropolis, IL

PURPOSE: Fleeting of loaded and unloaded barges.

DESCRIPTION OF WORK: The proposed fleet would consist of up to 45 barges and 4 anchor barges (Fig. 1). The fleet would consist of all types of barges used in the inland river systems including red-flag vessels. Specifically, the fleet would incorporate the use of 4 adjacent anchor barges each 195' long by 35' wide. The 4 anchor barges would hold a fleet of up to 45 barges, each 195' long by 35' wide. Fleeting will be configured as 6 barges or 210' wide by 5 barges or 975' long situated on the landward side of the anchor barges and an additional 3 barges or 105' wide by 5 barges or 975' long on the riverward side of the anchor barges. The anchor barges would be held in place via two 15-ton anchors upstream tethering the barges using a minimum of 500' of 2.5" chains (Sheet 4). Additionally, one 10-ton anchor will hold the anchor barges from the lower end of the anchor barges using 150' of 2.5" chain.

The maximum riverward projection of the entire fleet would be 885' at normal pool elevation of 290.0 feet Ohio River Datum (ORD). This maximum riverward projection of the fleet is located approximately 500' from the navigation channel sailing line (Sheet 3). This proposed fleet in total would encompass 8.61 acres of Ohio River surface area.

**AVOIDANCE AND MINIMIZATION MEASURES:** The applicants preferred alternative was selected after consideration of nearby existing facilities, property ownership of the proposed fleet site and low water conditions.

**REVIEW PROCEDURES:** A DA Permit cannot be issued if any legally required Federal, State, or local authorization or certification is denied. Copies of this notice are sent to the appropriate Federal and State Fish and Wildlife Agencies. Their views and comments are solicited in accordance with Fish and Wildlife Coordination Act of 1956. Based on available information, the proposed activity will not destroy or endanger any Federally-listed threatened or endangered species or their critical habitats, as identified under the Endangered Species Act, and therefore, initiation of formal consultation procedures with the U.S. Fish and Wildlife Service is not planned at this time.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. A request for a public hearing must state the specific interest, which might be damaged by issuance of the DA Permit.

The National Register of Historic Places has been examined and it has been determined that there are no properties currently listed on the Register which would be directly affected by the proposed work. If we are made aware, as a result of comments received in response to this notice, or by other means, of specific archaeological, scientific, prehistorical, or historical sites or structures which might be affected by the proposed work, the District Engineer will immediately take the appropriate action necessary pursuant to the National Historic Preservation Act of 1966 - Public Law 89-665 as amended (including Public Law 96-515).

The decision whether to issue a permit will be based on an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered; among those are conservation, economics, aesthetic values, general environmental

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concerns, historic values, fish and wildlife values, flood damage prevention, land use, navigation, recreation, water supply, water quality, energy needs, safety, food production, and in general, the needs and welfare of the public.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. It is presumed that all interested parties and agencies will wish to respond; therefore, a lack of response will be interpreted as meaning that there is no objection to the proposed project. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Written statements received in this office on or before the closing date will become a part of the official record and will be considered in the determination on this permit request. Any objections which are received during this period will be forwarded to the applicant for possible resolution before the determination is made whether to issue or deny the requested DA Permit. A permit will be granted unless its issuance is found to be contrary to the public interest.

Information pertaining to this application is available for public examination during normal business hours upon prior request. Drawings are available on Louisville District's Internet site at <http://www.lrl.usace.army.mil/Missions/Regulatory.aspx>. All comments regarding this proposal should be addressed to Mr. Sam Werner, CELRL-OP-FW at the address noted above and should refer to the Public Notice Number LRL-2014-599-sew.

If you desire to submit your comments by email, you must comply with the following:

a) In the subject line of your email, type in **ONLY** the Public Notice ID No. LRL-2014-599-sew.

Example:

Subject: LRL-2014-599-sew.

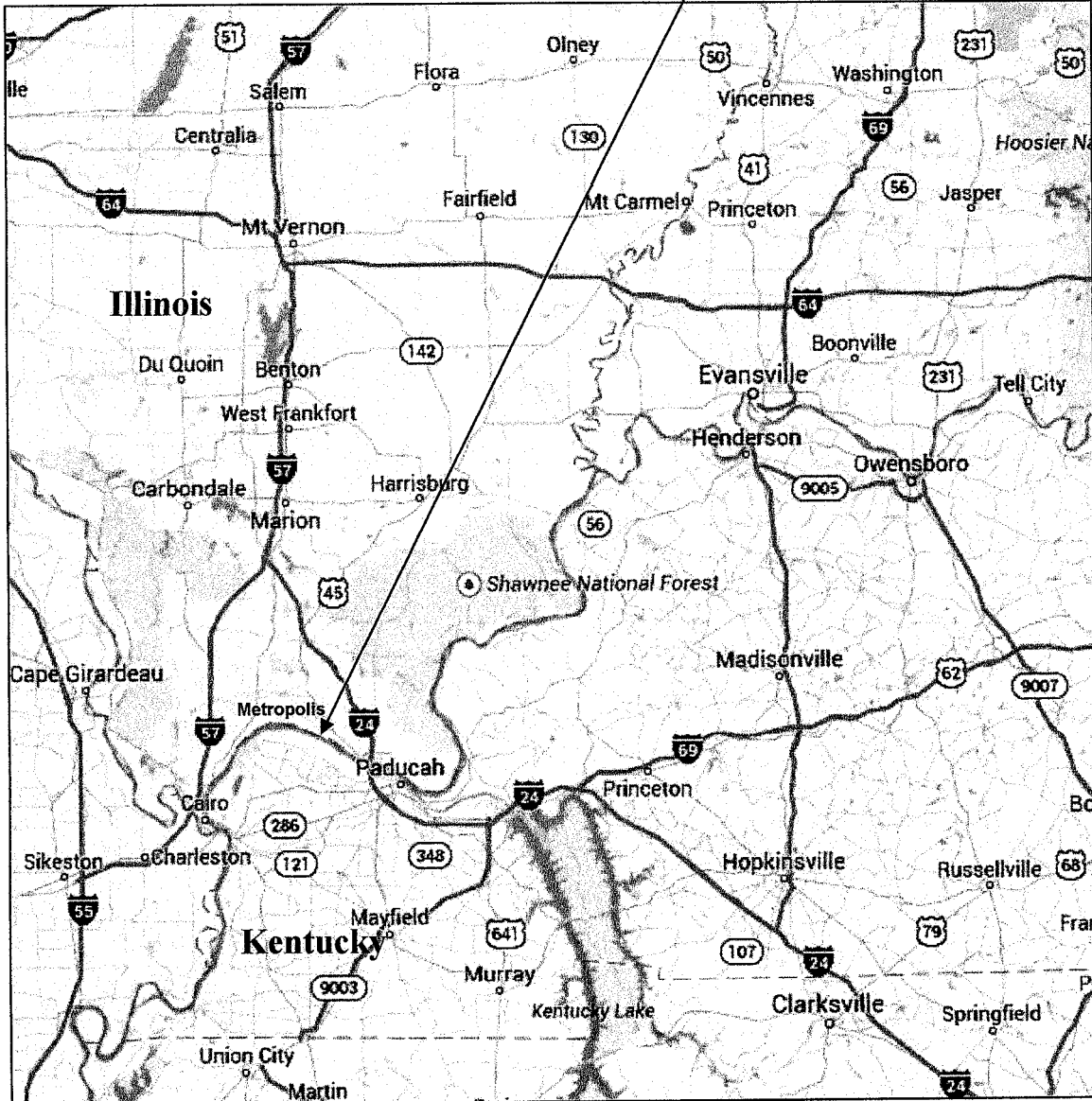
b) Provide your physical mailing address and telephone number.

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c) Send your email to: [lrl.regulatorypubliccomment@usace.army.mil](mailto:lrl.regulatorypubliccomment@usace.army.mil).

d) If you are sending attachments greater than 1 Mb in size with your email, you must send a hard copy (CD or paper) to the Corps' physical address as well.

Anchor Fleet



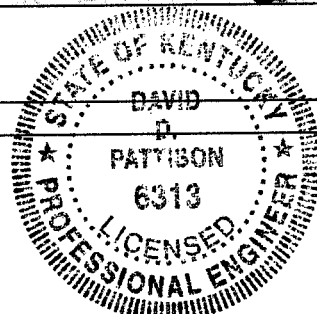
Vicinity

Applicant:  
Crouse Corporation  
400 Marine Way  
Paducah, Kentucky 42002

Agent:  
Xcorps LLC  
1771 Graves Rd  
Hebron, KY 41048

Crouse Anchor Fleet  
Mile 944.5 Ohio River

Vicinity

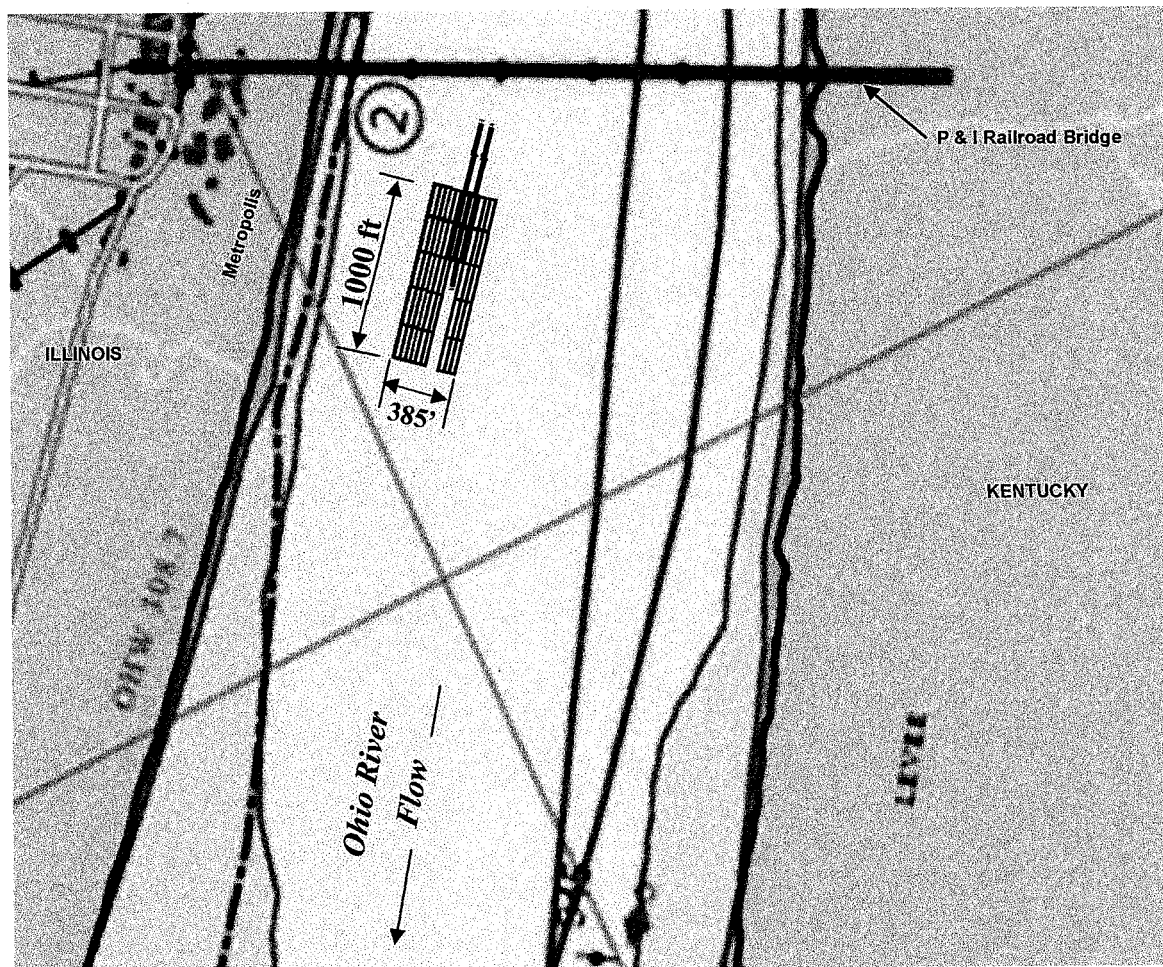


*David D. Pattison* 21 July '14

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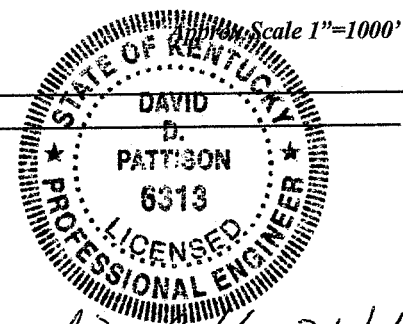




Location - DS Pier 4

Pool Elev.  
290.0

OHW 308.7



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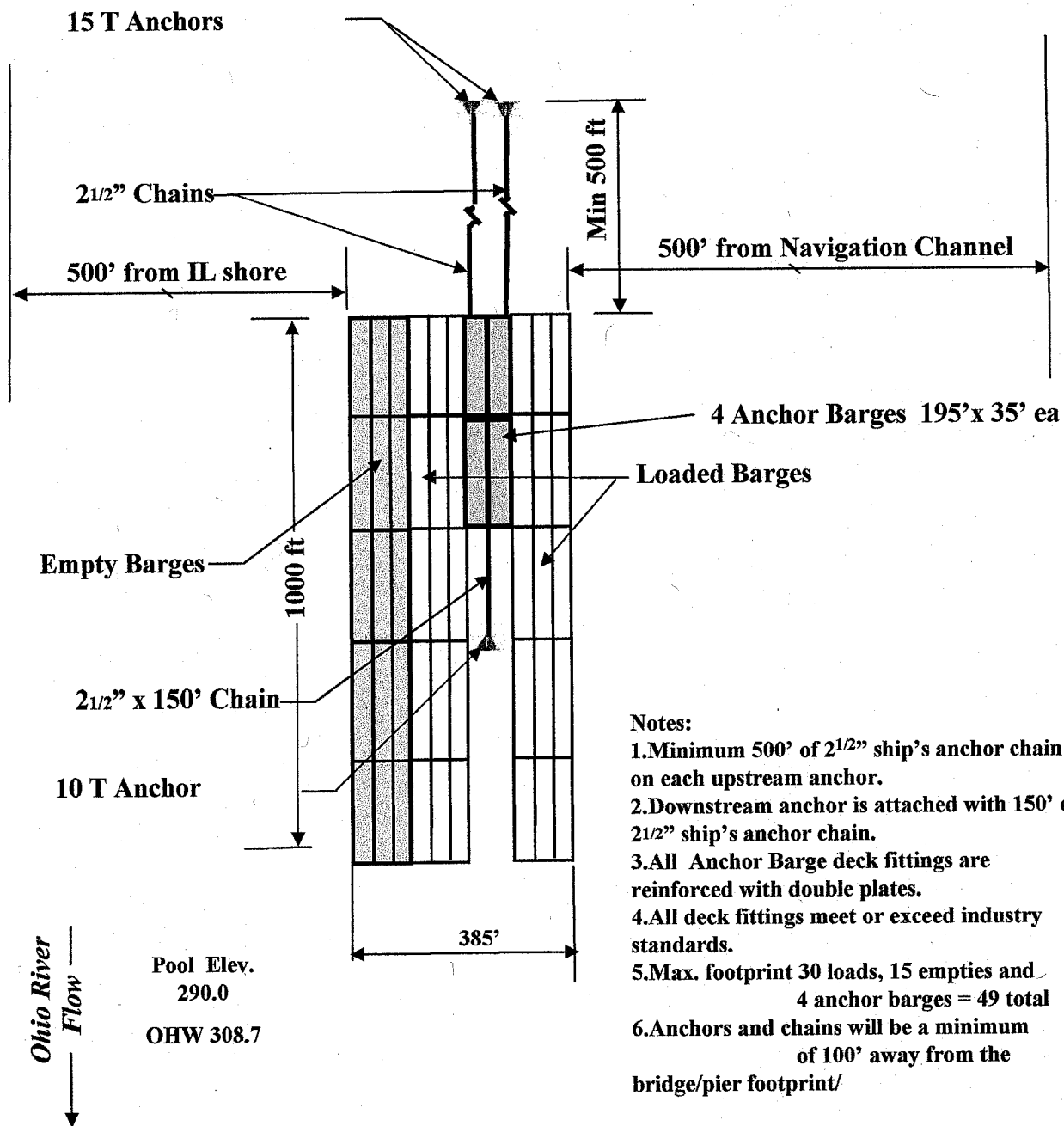
Crouse Anchor Fleet  
Mile 944.5 Ohio River

Location

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**Notes:**

1. Minimum 500' of 2 1/2" ship's anchor chain on each upstream anchor.
2. Downstream anchor is attached with 150' of 2 1/2" ship's anchor chain.
3. All Anchor Barge deck fittings are reinforced with double plates.
4. All deck fittings meet or exceed industry standards.
5. Max. footprint 30 loads, 15 empties and 4 anchor barges = 49 total
6. Anchors and chains will be a minimum of 100' away from the bridge/pier footprint/

**Typical Plan View**

Scale 1"=300'

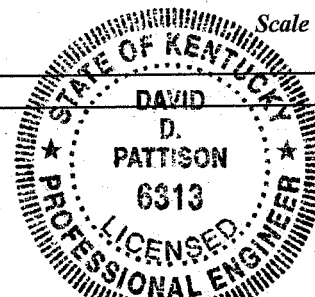
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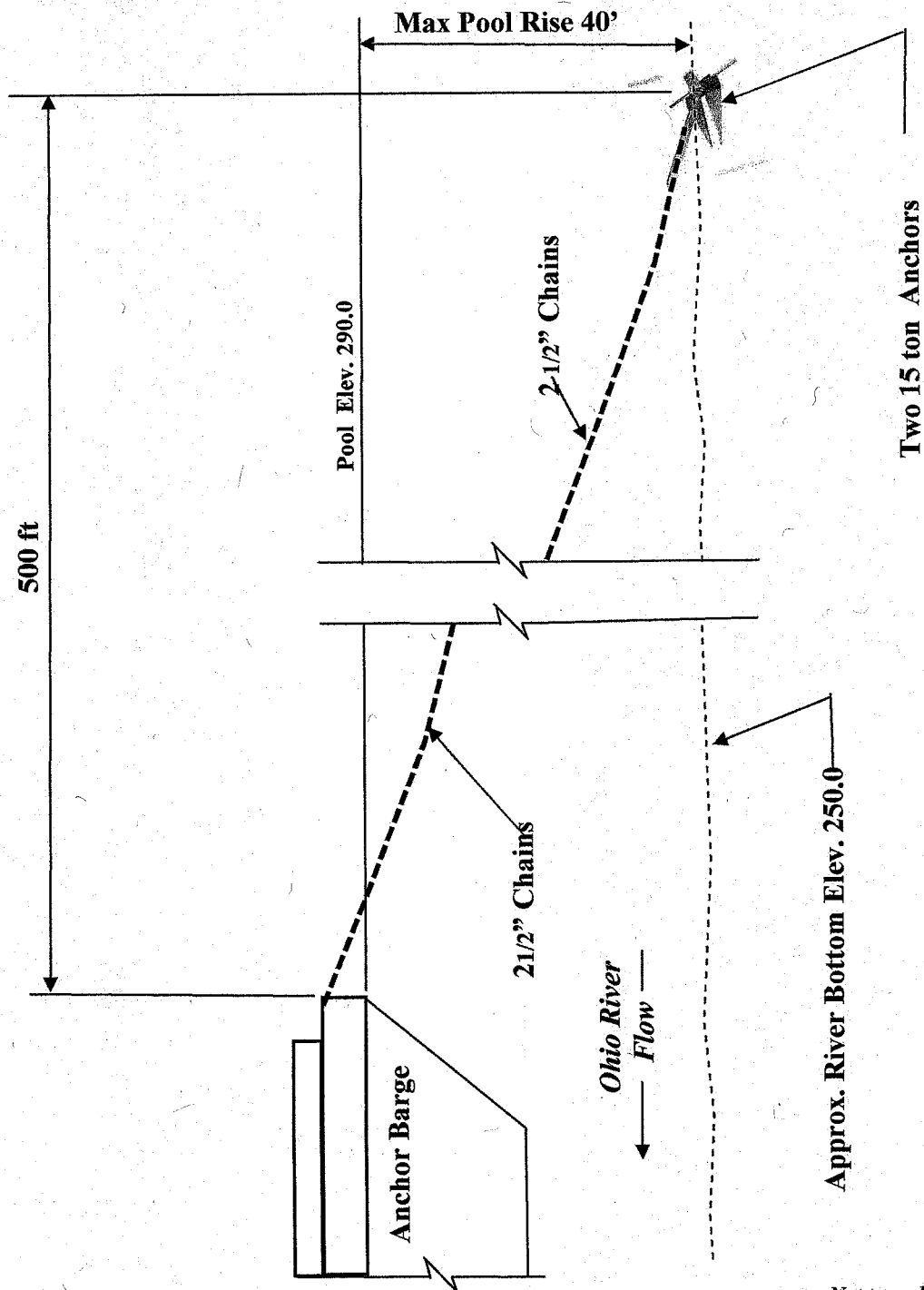
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**Crouse Anchor Fleet**  
**Mile 944.5 Ohio River**

**Typical Plan View**



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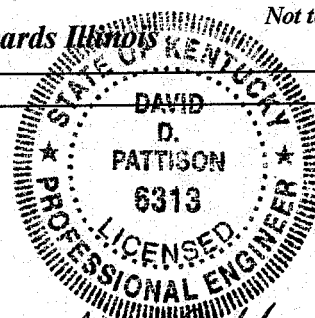
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Crouse Anchor Fleet  
Mile 944.5 Ohio River

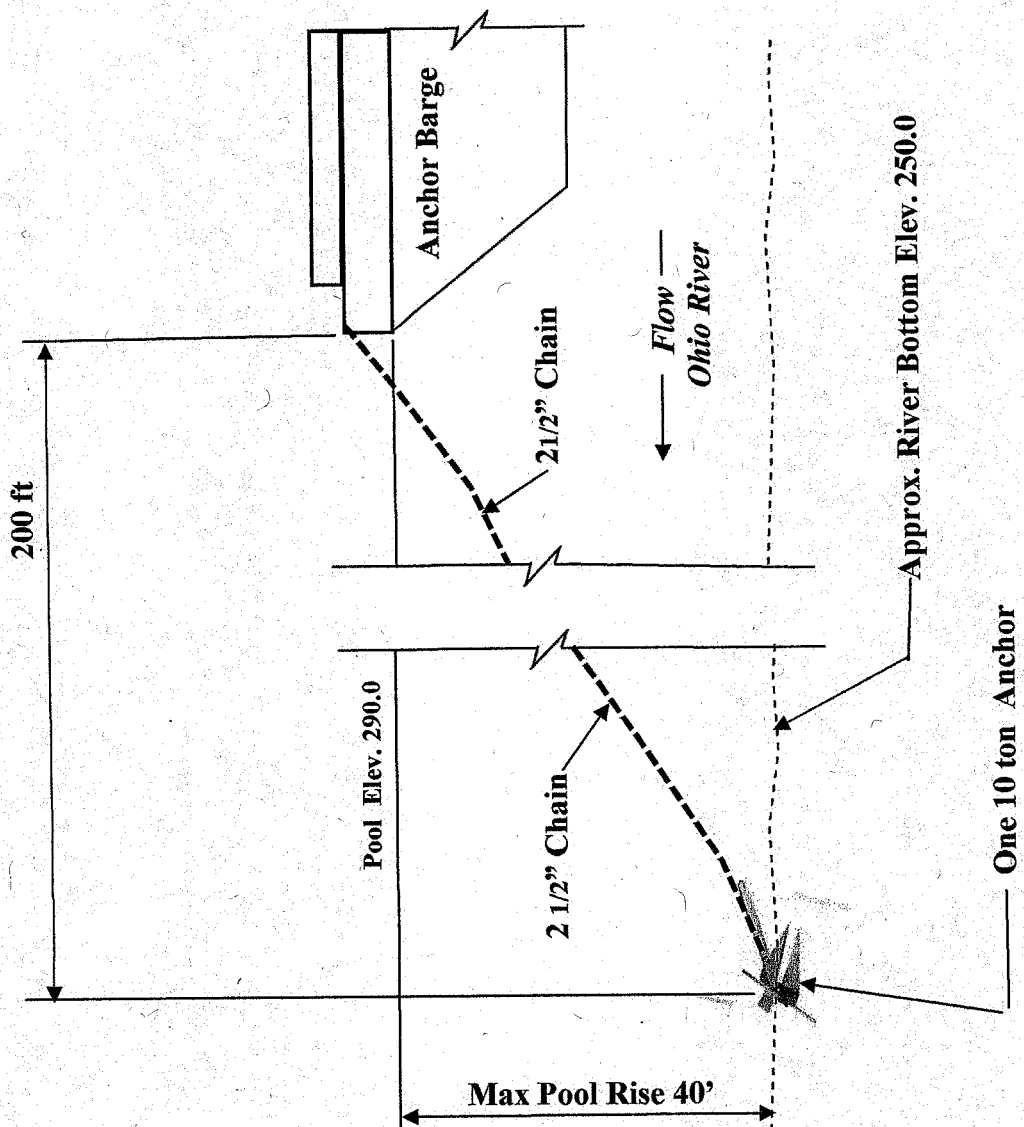
Typical Section  
Upstream Anchor



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Not to scale

**Typical Section – Downstream Anchor - Looking towards Illinois**

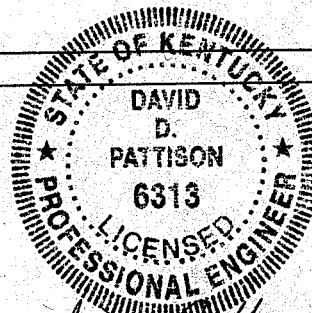
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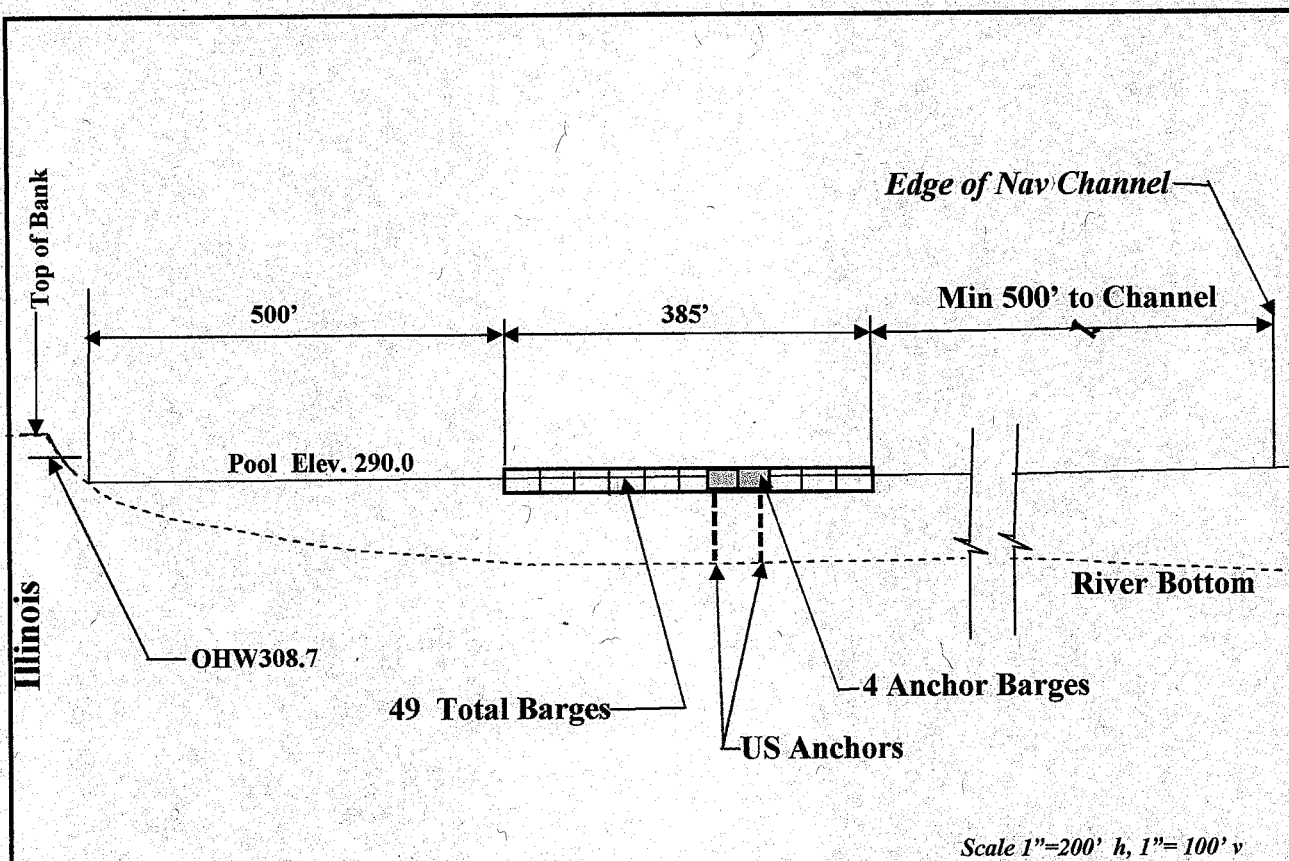
**Crouse Anchor Fleet  
Mile 944.5 Ohio River**

**Typical Section  
Downstream Anchor**

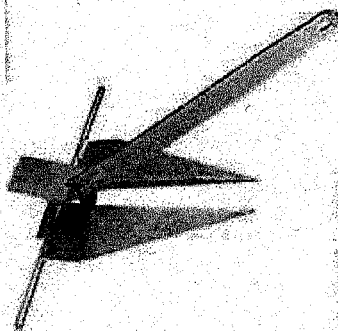


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**Typical Section -- Looking Upstream**



**Typical Anchor**

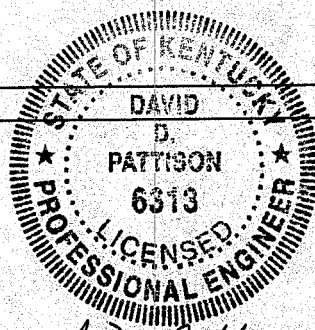
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**Crounse Anchor Fleet  
Mile 944.5 Ohio River**

**Typical US Section  
&  
Typical Anchor**



*David D. Pattison 21 July 14*